

Redland Rd from Crabbs Branch Way to Needwood Rd -- No. 500010

Category
Agency
Planning Area
Relocation Impact

Transportation
Public Works & Transportation
Gaithersburg Vicinity
None.

Date Last Modified
Previous PDF Page Number
Required Adequate Public Facility

May 16, 2003
11-124 (03 App)
NO

EXPENDITURE SCHEDULE (\$000)

Cost Element	Total	Thru FY02	Remain FY02	Total 6 Years	FY03	FY04	FY05	FY06	FY07	FY08	Beyond 6 Years
Planning, Design and Supervision	710	198	1	511	175	54	200	82	0	0	0
Land	85	1	0	84	64	20	0	0	0	0	0
Site Improvements and Utilities	480	0	0	480	0	0	260	220	0	0	0
Construction	1,653	3	0	1,650	0	0	1,375	275	0	0	0
Other	0	0	0	0	0	0	0	0	0	0	0
Total	2,928	202	1	2,725	239	74	1,835	577	0	0	0

FUNDING SCHEDULE (\$000)

G.O. Bonds	2,454	5	1	2,448	36	0	1,835	577	0	0	0
Development Approval Payment	474	197	0	277	203	74	0	0	0	0	0

ANNUAL OPERATING BUDGET IMPACT (\$000)

DESCRIPTION

This project provides for reconstruction of a segment of Redland Road including the intersections with Crabbs Branch Way and Needwood Road for congestion mitigation. Anticipated improvements include: widening a portion of Redland Road from Crabbs Branch Way to Needwood Road, construction of additional turning lanes, installation of traffic improvement devices, storm drain modifications as needed, and a 5-foot Class II bike lane on each side of the roadway. The two bike lanes will be located within the project limits as proposed for roadway widening, contiguous with the curb and gutter on both sides of the road.

Service Area

Gaithersburg vicinity.

Capacity

AM level of service (LOS) of the Crabbs Branch Way intersection will be improved from D to C, and PM LOS from F to B. AM LOS of the Needwood Road intersection will be improved from F to C and PM LOS from E to B with a CLV reduction of 412 vehicles.

JUSTIFICATION

Studies conducted by DPWT Division of Traffic and Parking Services and comprehensive consultant studies indicate significant congestion in this roadway segment. In addition to the improved level of service, the project will also reduce the operational problems at these intersections. The addition of the Class II bike lanes will provide access to the Shady Grove Metro Station.

Plans and Studies

Accident and congestion studies.

Cost Change

Increase due to scope change.

STATUS

Detailed design stage

FISCAL NOTE

Development Approval Payments (DAP) collected through FY99 have been programmed in this project.

APPROPRIATION AND EXPENDITURE DATA

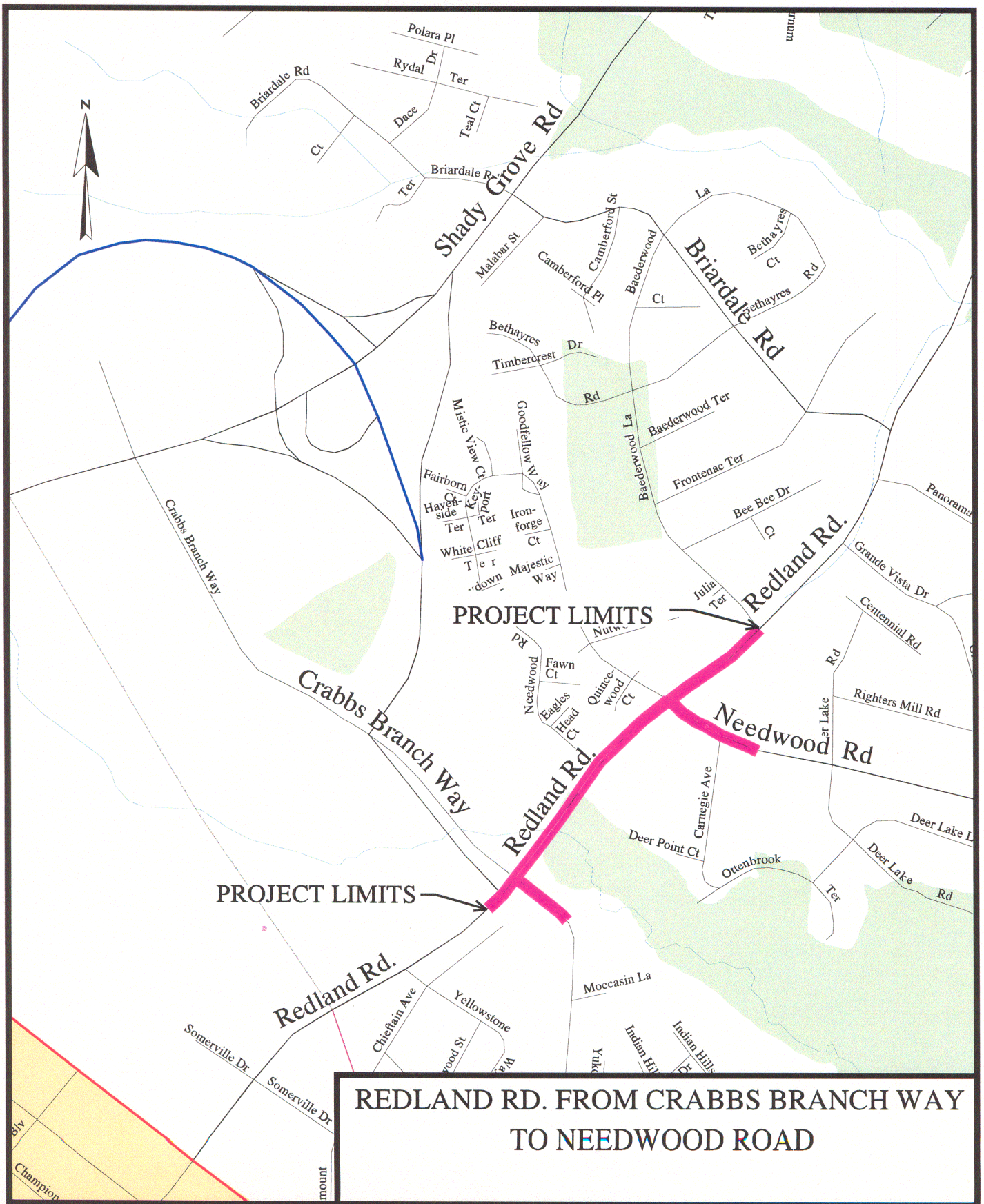
Date First Appropriation	FY00	(\$000)
Initial Cost Estimate		1,896
First Cost Estimate		
Current Scope	FY03	2,928
Last FY's Cost Estimate		1,896
Present Cost Estimate		2,928
Appropriation Request	FY04	1,032
Supplemental		
Appropriation Request	FY03	0
Transfer		0
Cumulative Appropriation		1,896
Expenditures/		
Encumbrances		237
Unencumbered Balance		1,659
Partial Closeout Thru	FY01	0
New Partial Closeout	FY02	0
Total Partial Closeout		0

COORDINATION

Intersection and Spot Improvements
M-NCPPC
Maryland State Highway Administration
Department of Permitting Services
Department of Environmental Protection
PEPCO
Verizon
WSSC
Washington Gas and Light
Cable TV Montgomery
Maryland Department of the Environment
Department of Natural Resources

MAP

See Map on Next Page



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TO NEEDWOOD ROAD